



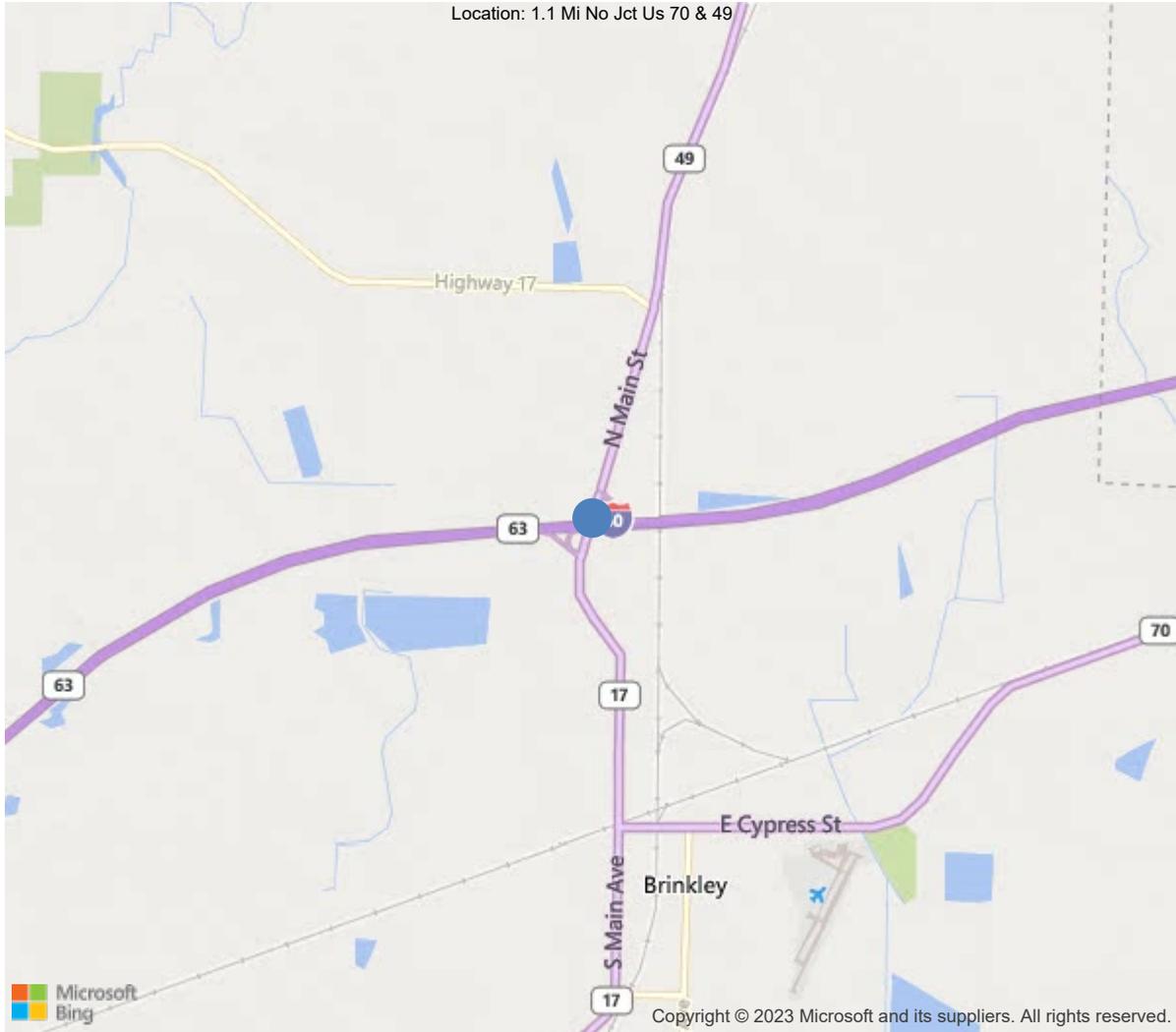
Latitude:34.90926, Longitude:-91.19669

Route:49 Section:08 Log:6.96

Arnold Road ID:48x49x8xA, Arnold Log mile:6.951

District 01, 95 - Monroe County

Owner: 1 - State Highway Agency



34.90926, -91.19669



IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	07069
(5) Inventory Route	1
(2) Highway Agency District	01 - District 01
(3) County Code	95 - Monroe County
(4) Place Code	8950
(6) Features Intersected	I-40/Sec-43/L-215.74
(7) Facility Carried	Us-49/Sec-8/L-6.96
(9) Location	1.1 Mi No Jct Us 70 & 49
(11) Mile Point	6.96 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000049080
(16) Latitude	34.90926
(17) Longitude	-91.19669
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	2
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	5 - Epoxy Overlay
Type of Membrane	0 - None
Type of Deck Protection	1 - Epoxy Coated Reinforcing
AGE AND SERVICE	
(27) Year Built	2009
(106) Year Reconstructed	0
(42) Type of Service	11
On	1 - Highway
Under	1 - Highway, with or without pedestrian
(28) Lane	
On	4
Under	6
(29) Average Daily Traffic	6500
(30) Year of ADT	2018
(109) Truck ADT	14 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	140 ft
(49) Structure Length	282.2 ft
(50) Curb or Sidewalk Width	
Left	6 ft
Right	6 ft
(51) Bridge Roadway Width Curb to Curb	50 ft
(52) Deck Width Out to Out	65.1 ft
(32) Approach Roadway Width (W/Shoulders)	49.9 ft
(33) Bridge Median	0 - No median
(34) Skew	19 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	65.3 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	16.4 ft
Ref:	
(55) Min Lat Underclear RT	41.5 ft
Ref:	
(56) Min Lat Underclear LT	7.7 ft
NAVIGATION DATA	
(38) Navigation Control	N - Not applicable, no waterwa
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	7
(59) Superstructure	8
(60) Substructure	8
(61) Channel & Channel Protection	N
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	8
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	N - Not applicable or a safety feat
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	N - Bridge not over waterway.
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	8372
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			10/25/2021
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



General Observation

Drawing numbers: 48279,48289.

Abutment #2 right and abutment #1 left sidewalks have settled 1" at bridge end.

Abutment #1 concrete slope, left side abutment wing, and abutment #1 cap left all areas have vines growing.
Abutment #2 concrete slope has vegetation growing on it.

East bound lanes under bridge left lane near beginning of rail has ten feet of collision damage.
West bound roadway under bridge left lane has guardrail near beginning that has ten feet of collision damage.
West bound roadway under bridge left lane has guardrail post twisted.

Gutters and side walks have dirt and debris.

59 - Superstructure (8 - VERY GOOD CONDITION - no problems noted.)

10/25/2021 lowered superstructure from 9 to 8 due to small amount of peeling paint.

60 - Substructure (8 - VERY GOOD CONDITION - no problems noted.)

10/24/2017 lowered substructure from 9 to 8 due to cracks in back walls.

A-46 - Asset Files

-



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	18247	18097	110	40	0
1120	Efflorescence/Rust Staining	SF	150	0	110	40	0
510	Wearing Surfaces	SF	14000	14000	0	0	0
<p>(12) Side walks have a few cracks that have been sealed with epoxy. Soffit-under surface overhangs have a few hairline cracks with some of them with light and heavy efflorescence. Deck cracks have been sealed with an epoxy overlay.</p>							
107	Steel Open Girder/Beam	LF	2240	2240	0	0	0
515	Steel Protective Coating	SF	29667	29665	2	0	0
3420	Peeling/Bubbling/Cracking	LF	2	0	2	0	0
<p>(107) Diaphragms span #2 last 6 of them on right side are welded instead of bolted between girders #4,5. Span #2 girders #2,6 have 1' each of peeling paint right side only.</p>							
205	Reinforced Concrete Column	EA	4	4	0	0	0
215	Reinforced Concrete Abutment	LF	208	173	35	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1120	Efflorescence/Rust Staining	LF	34	0	34	0	0
<p>(215) Abutment back walls have vertical cracks spaced 6' apart some with light efflorescence. Abutment #2 left end has a few pieces of rebar on surface of concrete exposed, and has horizontal one foot long crack with efflorescence.</p>							
234	Reinforced Concrete Pier Cap	LF	66	66	0	0	0
301	Pourable Joint Seal	LF	130	130	0	0	0
<p>(301) Joints have a small amount of debris in them.</p>							
310	Elastomeric Bearing	EA	24	24	0	0	0
321	Reinforced Concrete Approach Slab	SF	3363	3363	0	0	0
521	Concrete Protective Coating	SF	3363	3363	0	0	0
<p>(321) Approach slabs have been sealed with and epoxy overlay.</p>							
330	Metal Bridge Railing	LF	565	565	0	0	0
515	Steel Protective Coating	SF	565	565	0	0	0
331	Reinforced Concrete Bridge Railing	LF	565	424	141	0	0
1120	Efflorescence/Rust Staining	LF	41	0	41	0	0
1130	Cracking (RC and Other)	LF	100	0	100	0	0
<p>(331) Concrete bridge rails have open vertical cracks spaced 4' some with light efflorescence. Metal bridge rail?</p>							



Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	18247	18097	110	40	0
1120	Efflorescence/Rust Staining	SF	150	0	110	40	0
510	Wearing Surfaces	SF	14000	14000	0	0	0
<p>(12) Side walks have a few cracks that have been sealed with epoxy. Soffit-under surface overhangs have a few hairline cracks with some of them with light and heavy efflorescence. Deck cracks have been sealed with an epoxy overlay.</p>							



Superstructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
107	Steel Open Girder/Beam	LF	2240	2240	0	0	0
515	Steel Protective Coating	SF	29667	29665	2	0	0
3420	Peeling/Bubbling/Cracking	LF	2	0	2	0	0

(107) Diaphragms span #2 last 6 of them on right side are welded instead of bolted between girders #4,5.
Span #2 girders #2,6 have 1' each of peeling paint right side only.

59 - Superstructure (8 - VERY GOOD CONDITION - no problems noted.)

Comment: 10/25/2021 lowered superstructure from 9 to 8 due to small amount of peeling paint.



Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	4	4	0	0	0
215	Reinforced Concrete Abutment	LF	208	173	35	0	0
1090	Exposed Rebar	LF	1	0	1	0	0
1120	Efflorescence/Rust Staining	LF	34	0	34	0	0
(215) Abutment back walls have vertical cracks spaced 6' apart some with light efflorescence. Abutment #2 left end has a few pieces of rebar on surface of concrete exposed, and has horizontal one foot long crack with efflorescence.							
234	Reinforced Concrete Pier Cap	LF	66	66	0	0	0

60 - Substructure (8 - VERY GOOD CONDITION - no problems noted.)

Comment: 10/24/2017 lowered substructure from 9 to 8 due to cracks in back walls.



Asset #07069(Routine)

Us-49/Sec-8/L-6.96 over I-40/Sec-43/L-215.74

Location: 1.1 Mi No Jct Us 70 & 49

Team Lead: Drew Melton, Inspection Date: 10/25/2021

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
----------	-------------	-------	-------	-----	-----	-----	-----



Side view-elevation

Maintenance Needs

Date Reported: 10/24/2017
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Approach

Deficiency Description

Abutment #2 right, abutment #1 left sidewalks have settled 1" at bridge end.

Remarks



Abutment #1 left approach side walk.



Abutment #2 right approach side walk.

Date Reported: 10/24/2017
Priority: C - Important
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Miscellaneous

Deficiency Description

Abutment #1 concrete slope, left side abutment wing, and abutment #1 cap left all areas have vines growing.

Remarks



Abutment #1 concrete slope and cap has vines growing on them.



Abutment #1 left side has vines growing on bridge.



Asset #07069(Routine)

Us-49/Sec-8/L-6.96 over I-40/Sec-43/L-215.74

Location: 1.1 Mi No Jct Us 70 & 49

Team Lead: Drew Melton, Inspection Date: 10/25/2021

Date Reported: 10/26/2021
Priority: D- Routine
Type of Work: Repair (General)
Status: Open
Component: Approach

Deficiency Description

East bound lanes under bridge left lane near beginning of rail has ten feet of collision damage.
West bound roadway under bridge left lane has guardrail near beginning that has ten feet of collision damage.
West bound roadway under bridge left lane has guardrail post twisted.

Remarks



East bound lanes under bridge left lane near beginning of rail has ten feet of collision damage.



West bound roadway under bridge left lane has guardrail near beginning that has ten feet of collision damage.



West bound roadway under bridge left lane has guardrail post twisted.

Date Reported: 10/26/2021
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Open
Component: Miscellaneous

Deficiency Description

Abutment #2 concrete slope has vegetation growing on it.

Remarks



Abutment #2 concrete slope has vegetation growing on it.

Date Reported: 10/26/2021
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Open
Component: Element

Deficiency Description

Gutters and side walks have dirt and debris.

Remarks



Side walks have dirt and debris on them.



Gutters have dirt and debris in them.



Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



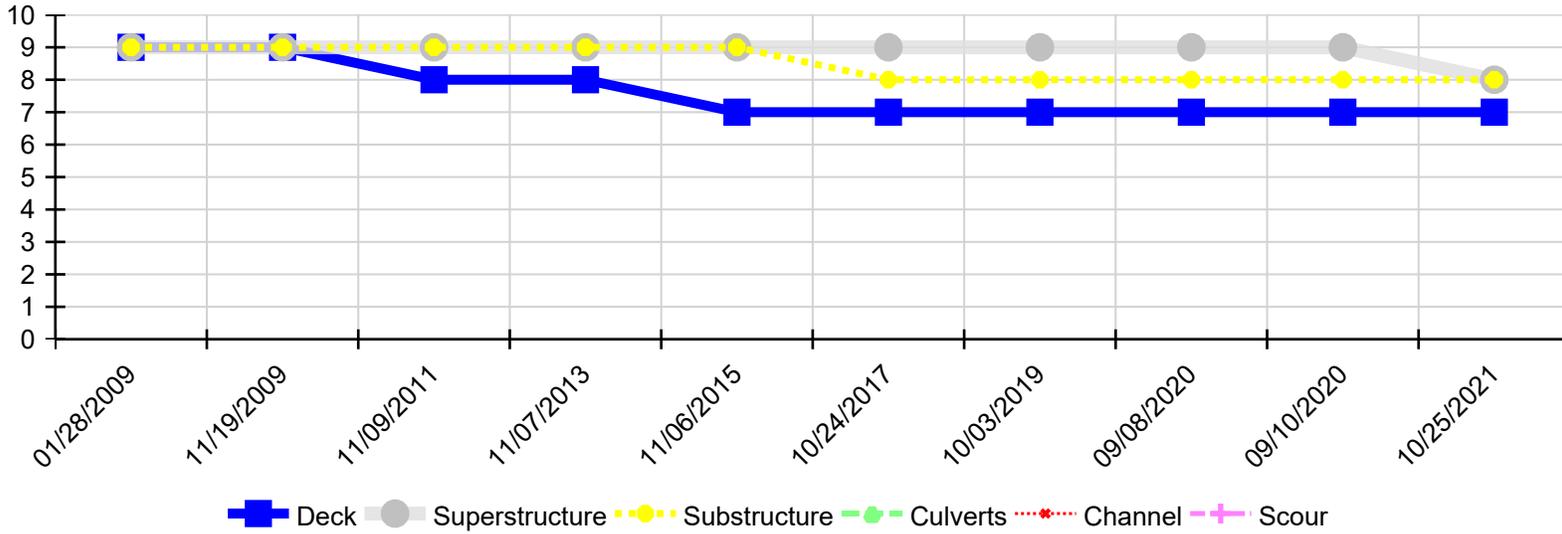
Asset #07069(Routine)

Us-49/Sec-8/L-6.96 over I-40/Sec-43/L-215.74

Location: 1.1 Mi No Jct Us 70 & 49

Team Lead: Drew Melton, Inspection Date: 10/25/2021

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/25/2021	7	8	8	N	N	N
09/10/2020	7	9	8	N	N	N
09/08/2020	7	9	8	N	N	N
10/03/2019	7	9	8	N	N	N
10/24/2017	7	9	8	N	N	N
11/06/2015	7	9	9	N	N	N
11/07/2013	8	9	9	N	N	N
11/09/2011	8	9	9	N	N	N
11/19/2009	9	9	9	N	N	N
01/28/2009	9	9	9	N	N	N